1-25. (CANCELED)

26. (NEW) A transmission (1) for distributing drive torque, the transmission comprising:

a first planetary gearset (2) having at least a first shaft (4), a second shaft (7), and a third shaft (9);

the first shaft (4) of the first planetary gearset (2) being connected to a drive input shaft (6);

the second shaft (7) being an output shaft; and

the third shaft (9) communicating with a controllable and regulated active connection (11);

a second planetary gearset (3) having at least a fourth shaft (5), a fifth shaft (8), and a sixth shaft (10);

the fourth shaft (5) of the second planetary gearset (3) being connected to the drive input shaft (6);

the fifth shaft (8) being another output shaft; and

the sixth shaft (10) communicating with the controllable and regulated active connection (11);

the third shaft (9) of the first planetary gearset (2) communicates with the sixth shaft (10) of the second planetary gearset (3) by the controllable and regulated active connection (11), an operating-status-dependent torque of one of the third shaft (9) and the sixth shaft (10) can be supported as a function of an operating status of another one of the third shaft (9) and the sixth shaft (10) via the active connection (11) such that if a rotation speed difference occurs between the second and the fifth shafts (7, 8) a speed-difference-changing torque is applied by the active connection (11) at least for a time to the first and the second planetary gearsets (2, 3), and such that the fourth shaft (5) of the second planetary gearset (3) is connected directly to the drive shaft (6) and a gear wheel (13) mounted on a housing is provided between the first shaft (4) of the first planetary gearset (2) and the drive shaft (6).

27. (NEW) The transmission according to claim 26, wherein the active connection (11) between the third shaft (9) of the first planetary gearset (2) and the sixth shaft (10) of the second planetary gearset (3) is formed with at least a first device (22)

for applying torque to at least one of the third shaft (9) and the sixth shaft (10) in active connection with one another, so that in each case torque can be applied to the actively connected third and sixth shafts (9, 10).

28. (NEW) The transmission according to claim 27, wherein the first device (22) for applying a torque comprises at least one drive aggregate.

29. (NEW) The transmission according to claim 28, wherein the at least one drive aggregate is one of an electric motor and a hydraulic motor.

30. (NEW) The transmission according to claim 27, wherein the first device (22) for applying torque comprises at least one brake (37; 40, 41).

31. (NEW) The transmission according to claim 26, wherein the active connection (11) between the third shaft (9) of the first planetary gearset (2) and the sixth shaft (10) of the second planetary gearset (3) comprises parallel first and second power paths such that the first power path is made by frictional shift elements (40, 41) by which the third and the sixth shafts (9 and 10) are connected together, and the second power path is formed by a third planetary gearset (24) that is engaged.

32. (NEW) A transmission (1) for distributing a drive torque to at least two drive output shafts (7, 8) with at least first and second planetary gearsets (2, 3) having at least three shafts, such that one respective shaft (4 or 5) of one the at least at least first and second planetary gearset (2 or 3) is connected to a drive input shaft (6) and one respective shaft of each planetary gearset (2 or 3) constitutes one of the drive output shafts (7 or 8), in each case with at least one further shaft (9 or 10) of each planetary gearset (2 or 3) connected to a shaft (10 or 9) of an other planetary gearset (3 or 2) by a controllable and regulated active connection (11), and an operating-status-dependent torque of one shaft (9 or 10) is supported as a function of an operating status of the respective other shaft (10 or 9) actively connected thereto via the active connection (11) such that if a rotation speed difference occurs between the output shafts (7, 8) a speed-difference-changing torque is applied by the active connection (11) at least for a time to the planetary gearsets (2, 3) and such that the active connection (11) between the two third shafts (9, 10) of the at least first and second planetary gearsets (2, 3) is formed by a third planetary gearset (24), and one of the shafts (28) of the third planetary gearset (24) is fixed to a housing.

33. (NEW) The transmission according to claim 32, wherein the active connection (11) between the two third shafts (9, 10) of the first planetary gearset (2) and second planetary gearset (3) is formed by a continuously variable transmission ratio device (36).

34. (NEW) The transmission according to claim 32, wherein the active connection (11) between the third shaft (9) of the first planetary gearset (2) and the third shaft (10) of the second planetary gearset (3) is formed with at least one device (22) for applying torque to at least one of the two actively connected third shafts (9, 10) of the first and second planetary gearsets (2, 3).

35. (NEW) The transmission according to claim 34, wherein the device (22) for applying torque can be brought into active connection with one of the shafts (25; 28) of the third planetary gearset (24).

36. (NEW) The transmission according to claim 34, wherein the device (22) for applying torque comprises at least one drive aggregate.

37. (NEW) The transmission according to claim 36, wherein the at least one drive aggregate is one of an electric motor and a hydraulic motor.

38. (NEW) The transmission according to claim 35, wherein the device (22) for applying torque comprises at least one brake (37; 40, 41).

39. (NEW) The transmission according to claim 38, wherein the respective third shafts (9, 10) of the first and second planetary gearsets (2, 3) are in each case in active connection with a brake (40, 41) such that a degree of distribution of the drive torque between the two output shafts (7, 8) varies as a function of transfer capacities of the brakes (40, 41).

40. (NEW) The transmission according to claim 32, wherein the third shaft (9) of the first planetary gearset (2) is connected to a first shaft (25) of the third planetary gearset (24).

41. (NEW) The transmission according to claim 32, wherein the third shaft (10) of the second planetary gearset (3) is connected to a third shaft (26) of the third planetary gearset (24).

42. (NEW) The transmission according to claim 41, wherein the active connection (11) is engaged by at one clutch (39) arranged between the third shaft (9)

of the first planetary gearset (2) and the first shaft (25) of the third planetary gearset (24) and the third shaft (10) of the second planetary gearset (3) and the third shaft (26) of the third planetary gearset (24).

43. (NEW) A transmission (1) for distributing a drive torque to at least two drive output shafts (7, 8) with at least first and second planetary gearsets (2, 3) having at least three shafts, such that one respective shaft (4 or 5) of one of the at least first and second planetary gearset (2 or 3) is connected to a drive input shaft (6) and one respective shaft of each of the at least first and second planetary gearsets (2 or 3) constitutes one of the drive output shafts (7 or 8), in each case with at least one further shaft (9 or 10) of each planetary gearset (2 or 3) connected to a shaft (10 or 9) of the other planetary gearset (3 or 2) by a controllable and regulated active connection (11), and an operating-status-dependent torque of one shaft (9 or 10) is supported as a function of an operating status of the respective other shaft (10 or 9) actively connected thereto via the active connection (11) such that if a rotation speed difference occurs between the output shafts (7, 8) a speed-difference-changing torque is applied by the active connection (11) at least for a time to the at least first and second planetary gearsets (2, 3) and such that the active connection (11) between the two third shafts (9, 10) of the first planetary gearset (2) and the second planetary gearset (3) is formed with a continuously variable transmission ratio device (36).

44. (NEW) The transmission according to claim 43, wherein the active connection (11) between the actively connected shafts (9, 10) of the first planetary gearset (2) and the second planetary gearset (3) is formed with a third planetary gearset (24).

45. (NEW) The transmission according to claim 43, wherein the shafts (4, 5) of the first planetary gearset (2) and the second planetary gearset (3) connected to the drive shaft (6) are connected to one another by a gear wheel (13) mounted on a housing.

46. (NEW) The transmission according to claim 43, wherein the transmission provides power to a drive train (42) of a vehicle with a drive-power source, with at least two driven vehicle axles (43, 44), the transmission (1) is arranged in at least one of a power path between the drive-power source and the two driven vehicle axles (43, 44)

for distribution of drive torque from the drive engine between the two driven vehicle axles (43, 44) as necessary and in an operating-situation-dependent manner, and in a power path of one of two driven vehicle axles (43 or 44) for the distribution of a fraction of the drive torque delivered to the two driven vehicle axles (43 or 44) in a transverse direction of the vehicle between two drive wheels of two driven vehicle axles (43 or 44).

47. (NEW) The drive train according to claim 46, wherein in the power path between the drive-power source and the two driven vehicle axles (43, 44), a controllable clutch (45) is provided for distribution of drive torque from the power source between the two driven vehicle axles (43, 44) as necessary and in an operating-status-dependent manner.

48. (NEW) The drive train according to claim 46, wherein in the power path between the power source and the two driven vehicle axles (43, 44), for distributing the drive torque from the drive engine between the two driven vehicle axles (43, 44) as necessary and in an operating-status-dependent manner, a device (46) is provided which, when there is a rotation speed difference between the two driven vehicle axles, builds up by a pump system (46A) a hydraulic pressure with which frictional elements of a disk clutch (46B) that is brought into frictional engagement with one another is acted upon such that a speed-difference-reducing torque is applied respectively to the two driven vehicle axles (43, 44).

49. (NEW) The drive train according to claim 46, wherein for the distribution of the fraction of the drive torque delivered to one of the two driven vehicle axles (43 or 44) in the transverse direction of the vehicle between two drive wheels of the one of the two driven vehicle axles (43 or 44) as necessary and in an operation-status-dependent manner, a controlled differential lock (49) is arranged in the power path of one of the two driven vehicle axles (43 or 44).

50. (NEW) The drive train according to claim 46, wherein to distribute the fraction of the drive torque delivered to one of the two driven vehicle axles (43 or 44) in a direction of the vehicle between two drive wheels of the axle (43 or 44), an open differential (47) is arranged in the power path of the one of the two driven vehicle axles (43 or 44).